She Reaches Queenstown with 2,000 Tons of Water in Her Hold.

A HOLE KNOCKED IN HER BOTTOM

The Trouble Began with the Breaking of the Starboard Engine.

plendid Biscipline and the Heroism of the Second Engineer Nava the Thousand Bouts on Board - Pante Among Hundreds of Passengers-Drifting for Three Days Before a Steamer Takes Her in Tow-Sattors Man the Pumps, but the Water Gains on Them-Prayer Meetings in the Cabin-Nothing but Good Weather Mayed 1,000 Lives-Reaching Port Almost a Wrech-Stories of the Passengers-The Vessel in a Staking Condition at Queenstown-She Will Likely be Beached Copyright, 1800, by Tun Sun Printing and Publishing

LONDON, March 30 .- It was daybreak this morning before the City of Paris arrived at Queenstown, although three tugs and a steamer had all day been laboring to tow her seventy miles from a point off Fastnet Light, where she was sighted at 8 o'clock on Saturday morning. Instead of the lightly floating ocean racer that so short a time before had left the Irish wast, with her fron bulwarks high above the vaves and her pennants proudly flying, it was to dismantled hull of a sinking ship, listing bdly to starboard, whose passengers the Inmn and International tender brought to the The City of Paris is all but a wreck, and it lonly the fine weather since Tuesday that hassaved her, with one thousand human beits, from going to the bottom of the sea.

o'clock on Tuesday afternoon, while she as flying at the rate of eighteen knots per bur, an explosion occurred in the starboardngine room, blowing out the bulkhead partition, breaking the water pine connections, to all but foundering the most staunchly builty the American liners. The fires in both enme rooms were put out, and only the most stanuous labors at the pumps saved the magnificat ship from sinking. By wonderful uck no ihs were lost, but the passengers of the City of aris have had an experience exceeding in scitement and danger that met by the return's travellers of the Ill-fated Oregon.

The agent of the Inman line at Queenstown have foolish refused to make an entirely clear statement of opening the nature of the accident. When to Inman tender started from Queenstown a saturday morning your correspondent apply for permission to go out in her in order to btain prompt and reliable information to relye the minds of the thousands of relatives andriends of the passengers in America and E-land. Permission was refused, and upon to return of Agent Cummins from the wreck to morning he refused to answer inquiries, ad only furnished the folewing meagre bulle, from Capt. Watkins: "The City of Par. on Tuesday, 25th inst.,

at 5:50 P. M., was 2) miles rest of Fastnet, it out.

Book show the chartest origins broke deem Duri from some unknown use, and the cylinuer went to pieces injury the bulkhead and breaking the injection at water-pip. connection, allowing a considerale quantity of water into both engine rooms at the adjacent section. No one on board wat njured."

From a passenger, wh reached Queens-town at 6 o'clock this mening, your correspondent obtained these duals: On the first day out. Wednesday the 19t inst. the fast steamer, with 785 sacks of ma, 185 saloon, 83 intermediate, and 419 steerae passengers, started in to beat her own reord. By noon next day she had steamed 307 miles, on the 21st she recorded 440 miles, the ext day 448. and on the 23d the racer placed 52 miles seher. The weather was all that could a desired, and on the 24th 446 miles vere registered. The next day the figures on the blackboard map at the saloon companion-way were 456 miles, and the indications werethat Queens town would probably be reached before the mest morning.

At 5:30 o'clock that afternoon while the passengers were at dinner discussing London ciotels and amusements, a loud crash vas heard. ollowed by the terrifle rear of an expication, and he great ship quivered from stem to stern. The next moment the thumping of the starboard engine jolted the knives and plates on the table, and before the frightened passengers could leave their seats the steamer listed to the left side, and the order rang out on deck to clear the lifeboots, as is usual in similar cir-Many passengers fell on their knees in prayer.

Others hurrled to their staterooms to pack up valuables, while the great majority rushed on deck to ascertain the cause of trouble.

The officers at once assured them that there was no immediate danger, and in spite of their excitement the passengers all expressed great relief upon learning that no one on board had been injured by the explosion. The steamer now began to make water rapidly. The pumps were manned and signals of distress were hoisted. No ship came in sight, however, before darkness settled upon the deep, and all night while the crew worked at the pumps rockets were fired and blue lights burned in hope of attracting the attention of some other steamer in the ocean roadway, out of which the City of Paris, now entirely unmanageable. was rapidly drifting.

few passengers expected to see the light of unother day, for the big vessel settled stendily the water gained upon the crew. Neverthewall on board behaved admirably, placing

utmost confidence in the officers, who, cool I impassive, assured them that If the weathcontinued fine there would be no difficulty Reeping the steamer affont until help arrived, as several of the bulkheads were intact, and they were but 216 miles off Fastnet Book. There was no wind that night, but when day light arrived no sail was in eight.

All Wednesday and Wednesday night, all Thursday and Thursday night the City of Paris drifted helple-sly upon the ocean, and no eall by day nor light by night appeared in anhyer to their signals. The crew still labored spi. e pumps in hourly relays. It was discov-exp that the continual effort sufficed to keep of it hip affoat, and prayer meetings were baid e pumps in hourly relays. It was discovhip afloat, and prayer meetings were held spe se cabin that the oceanit r il assistance arrived. se cabin that the ocean might remain calm

he prayers were answered. At daybreak Friday morning a steamer was discovered se at hand. She was the Adriatic of the ite Star line, bound from Liverpool to ear : York. Boats were at once sent to the dissod vessel, and the Captain of the Adriatic tive tred to take off the passengers of the Chy of is and carry them to New York. None of passengers accepted this offer, as they had

fidence by this time that the City of Paris aid remain affost. A steamer bound toward senstown was sighted. The vessel proved be the Aldersgate of London from New leans, laden with cotton for Liverpool. She once took the City of Paris in tow, and the hief officer of the City of Paris embarked in a lifeboat for Crookbaven, on the Irish coast, to

telegraph for more assistance. Before noon on Friday the American steamer Ohio, also bound for Queenstown and Liver-seol evertook the City of Paris and three turn of the Clyde Shipping Company, and the Liverpool tug Pathilnder appeared upon the scene. The four tugs assisted the Aldersgate, and it was this escort that brought the City of Paris Into Queenstown this morning.

She had drifted fifty miles out of her course to eastward when found. Before the passengers disembarked they assembled on board and offered thanks to Capt, Watkins, his officers and crew, and God for deliverance. The sum of £600 was also subscribed for the Liverpool and New York sailors' hospitals by the grateful passengers.

A special train from Queenstown this morning took the passengers and mails of the City of Paris to Dublin, whence they crossed the Irish Channel to Holyhead, arriving there at 10 o'clock this evening, and reaching London in the small hours of morning.

W. J. Hitchcock of New York tells the following clear story of the disaster:

"On Tuesday, at 5:30 P. M., I was just on the way to the dining saloon, when I heard a sharp report, as if an explosion had occurred, and immediately afterward the ship trembled from stem to stern, and all the electric lights suddealy went out. In common with others, I hastily made my way on deck to ascertain what had happened. I discovered that the steamer had suddenly listed over to starboard, and at the same moment immense volumes of steam issued from the funnel, mind you, not from the steam pipe. The deck was now pretty well filled with passengers, all more or less scared and eager to know the nature of the accident.

Just then Capt, Watkins came up from the engine room, whither he had rushed a moment before, and instantly all eyes were turned upon him, but the Captain, notwithstanding that he knew the steamer's engines were honelessly damaged, and that the water was pouring into her rapidly, was as cool as a June cucumber. and this had an excellent effect upon the passengers, and cheered them up.

I soon ascertained that the condition of the steamer was very serious. The starboard engine had given way in some unknown part and the low pressure cylinder had been smashed into fifty pieces. The fron bulkhead dividing the port and starboard engines had been broken as were also the injection and water tipe connections, and through a hole in the bottom of the steamer caused by the disconnected and broken machinery the water was rushing into both engine rooms; and bad as all this state of affairs for 1,000 souls far out in the Atlantic it would unquestionably have been much worse but for the splendid daring and presence of mind of the second engineer, who immediately after the smash, and in the face of the blinding and bissing steam which filled the engine room, succeeded in shutting off the steam, and thus prevented what might have been a catastrope for all aboard had the ponderous machinery been permitted to continue working.

The pumps were now all set going, the boats were cleared, and provisions held ready for each one in case it should become necessary to take to them. Not a soul aboard the steamer went to bed that night, which was beautifully fine, and crowds of passengers remained un deck, while rockets were fired every half hour with a view to attract passing vessels.

"On the next morning, the 26th, I had occasion to go to the cabin forward of the engine room, and saw the stewards up to their waists in water, which they were removing with buckets. I asked them where the water was coming from, and they said: "Don't know, sir. Simply got orders to bale

During the entire day no ship of any class was sighted, although some of the officers were especially told off to scan the horizon with telescopes. Meanwhile we drifted aimlessly about, now and then setting our jib to keep the steamer's head steady, but it was little use, as the wind was light. Many of the passengers now observed that the hull of the vessel, from the mainmast aft had settled down in the water several feet, and this was a fresh cause for anxiety, and groups of them were hourly examining the water line to ascertain if her

water draught was increasing. " Another day had dawned and no signs of assistance being at hand Capt. Watkins determined to send one of the lifeboats to the Irish coast to report the disabled condition of the steamer. Having called for volunteers for perilous mission. Chief Officer Frederick Passow offered to take charge of the boat, and he secured the following members of the crew:

Alexander Campbell, Henry Statt, Henry Starp. Robert Patton, John Dick, and Michael Ciroy.

Tre boat being supplied with three days' provelons, as well as colored lights and rockes for signals, left the sleamer at a quarter to 2 P. M. on Thursday, having instructions to intercept any passing vessels and inform them of the position and disabled state of the City of Paris. At 4:35 P. M. we lost sight of the brave fellows, who in an open boat 220 miles from land, risked their own lives on an erand to procure assistance for us.

Defore reacting the Irish coast they met the White Star steamer Adriatic going from Queenstown to New York. Her commander refused to tow usto Queenstown, and when this was learned by he male passengers their indignation was very great, indeed, and many ladies wept as the adriatic steamed away.

"Meanwhile another steamer was bearing down on us, and she proved to be the Aiders-

gate of London. Shetook us in tow." No attempt will be made at present to tow the City of Paris to Liverpool, and it is feared that she may sink in the harbor at Queenstown. The water is increasing in her, and it is said that four of her watertight compartments

have been filled. By the Associates Press.
The Inman line steamer City of Paris, towed by the steamer Aldersgate, arrived at Queenstown at a o'clock this morning. The accident by which she was disabled occurred on Tues-day, and was coused by the breakage of the low pressure cylinder of the starboard engine, the flying pieces of metal forcing the bulkhead and disabiling the nort engine. The pas-sengers became panic stricten when they found that the ship was making water, and that there was a possibility of the vessel foundering.

foundering.
The water, which flooded the engine com-The water, which hoosed the balance partment, was lored through the injection tubes which, it * alleged, the eigineers during the excitement had neglected to shut. The starboard engine was shattered almost to pieces; the portengine rooms were filled with upward of 2,000 tons of water, and the porten-

starboard engine was shattered almost to pieces; the port enrice rooms were filled with upward of 2.000 tons of water, and the port engine was entirely useless.

All went well until the evening of the 25th, when, at 5.30 o'clock, while the steamer was going at full speed, the starboard engine and deally collapsed and the low-pressure cylinder broke, smashing the injection water pipe connections, and bursting the irron buildhead dividing the part and starboard engines. The metal flee around in all directions. A portion of the machiners emashed through the steamer's double bottom. The water poured through the check for salety, Terrible consequences would have ensued but for the bravery of the second engineer, who, at the peril of his life, enveloped as he was in bissing steam, managed to shut off the steam, thus saving the machinery from tend demolition, which would have ensued but for the bravery of the second engineer, who, at the peril of his life, enveloped as he was in bissing steam, managed to shut off the steam, thus saving the machinery from tend demolition, which would have happened had the engines continued working. He then escaped unfant.

The passengers were much excited, but the captain and others succeeded in assuring them that there was no danger. The lifebonts were cleared in readiness for use and the pumos were kept working. The steamer drifted helplessly until the 26th inst. when the Captain sent Chief Officer Insson and six men in a lifeboat to get into the track of other line steamers in the hope of being able to intercept the City of Paris in tow.

The Addrengate now hove in sight and offered to low time City of Paris. The offer was accepted. The Addrengate is a small steamer, unable to low over four or five knots hourly, and progress was slow until Saturday, when the Ohio was sighted. She stood by until 5 i. M., when Fasinet was sighted. Two tugs

spite of the work of the pumps. Divers are making an examination of the vessel to-day. The accident occurred 216 miles west of Faster.

making an examination of the miles west of Fastnet.

Air. Cummins of the Inman line went in a tug to meet the City of Paris. A number of reporters who sought to go off to the steamer were not permitted to do so. Indeed, throughout the whole matter scant courtesy has been abown them. When Mr. Cummins returned he was accompanied by three persons who were svidently passengers, but none of them would give a word of information.

A second tug that went out brought back neither mails nor passengers. It was only on the arrival of the third tug, considerably later in the day, with a dozen passengers, that anything rould be gleaned as to the nature of the socident.

socident.
Special trains were kept in readiness here throughout the night with a large staff of railway hands. Early last evening, probably before the actual state of affairs on the steamer was known, the intention of the agents was to land the mails and passengers who desired to go ashore, and to have the steamer towed straight to Liverpool. As morning approached it leaked out that the steamer would be brought to Cork harbor and all the passengers and mails disembarked. The mails were all landed by 7 A. M., but in spite of the greatest despatch and energy it was well into the afternoon before the passengers and baggage got and the steamer before the passengers and baggage got

despatch and energy it was well into the afternoon before the passengers and baggage got
away.

When the crow went to work to clear the
ship of water it was found that only the hand
pumps were available, the gear of the steam
pumps having been destroyed. Recourse was
had to buckets, and, with the external application of heavy sails and blankets to the damaged portion of the vessel, the struggle against
the isroads of the sea was successfully maintained. It is the general opinion that if the
steamer had experienced twelve hours of
stormy weather she would inevitably have
foundered.

Things began to wear an anxious aspect
when Chief Officer Parson and a crew of six
men started away in a liteboat in the hone of
securing the assistance of some passing
steamer. At 3 o'clock on Thursday afternoon
the Adriatic bore down on the City of Paris,
and at the same time the Alder-gate hove in
eight. The Adriatic tion steamed away.

The City of Paris, as she lay low in the harbor to-day, was the object of much interest. It
is said that the water in her hold is still increasing, and that four of her watertight compartments filled yesterday. As she lay at anchor she was said to be drawing nearly 35 feet
at the stern, her average being 25 feet 6 inches.
Divers discovered the damage to be so great
as to preclude the passibility of towing her to
Liverpool. She will be beached and temporary
repairs made, and if the damage is not as bad
as it seems to be she will be taken to Liverpool
at the first favorable opportunity.

THE ADBIATIC'S OFFER.

In the talk among the seafaring people yesterday, the older of Clapt. Roberts of the Adriatic to take off the passengers of the City of Paris and bring them to New York was pronounced a liberal offer and all that he could have been expected to make. To say that he was under any obligation to try to save the stoemship was considered ridiculous. The common sectiment of humanity impels and lequires all sallors to do all that is possible to save life. Capt Roberts, although bound west and with probably no unusual supply of provisions on board, was willing to take the passengers from the City of Paris, and there was another ship there to take care of her crew. Capt, Roberts had his own passengers and erow to think of as well as his mail, and the notion that he should risk or even seriously discommode his own people to save the ship of another line was everywhere scouled. Saving ships is a matter of dollars, not sentiment, and the decision whether or not to send the passengers of rested with the Captain of the City of Paris and with the passengers themselves.

whether or not to send the passengers off rested with the Captain of the City of Paris and with the passengers themselves.

In the case of a firitish mail steamship, there is a further consideration, Mr. J. Bruce Ismay, the sacent of the White Star line, said last ovening. 'It is against the law for a royal mail steamer such as the Adriatic is to stop on her course except to save life. By all accounts Capt, Roberts of the Adriatic offered to take any or all the passengers aboard his ship and land them in New York. That was the best he could do. It would have been a great thing for the company if he had been a great thing for the company if he had been a great thing for the company if he had been able lawfully to tow the City of Paris into her port, for the salvace on her will be large. The Captain's share alone would have been about \$3.500, and every member of the Adriatic's crew would have received a share. But it they had done so they would have lost probably three days each way. Probably the materity of the dealers in the Stock Exchange are looking for papers and specie which the Adriatic carries and which they have agreed to deliver at a certain date, not to mention the inconvenience to thou-ands of Americans who are looking for the general mail matter she carries. looking for the general mail matter she can

WAR ON ARAB SLAVES.

The Belgium Anti-Slavery Society Proposes to Enter the Field.

BRUSSELS, March 30 .- The Belgium Anti-Slavery Society has decided to send expeditions to Africa for the purpose of protecting he natives in certain districts against Arab slave raids. In this enterprise it will have the cooperation and approval of the Congo State. The first of its expeditions will leave Antwerp ober next. It will send two steamers to the Upper Congo. One of them will ply upon the Lomani River, through the district that has recently been partly depopulated by Arab siavers. The other will be carried overland from the Lomani to Lake Tanganyika. A station will be built on the Lomani, about these days match from Nyangwe, the great centre of Arab Influence on the upper Congo. Other stations will be reared at intervals from centre of Arab Influence on the upper Congo, Other stations will be reared at intervals from the Congo to Tanganyika. The two long lines on which the Society proposes to act accordingly form a right angle, and penetrate north and south and east and west through the heart of that part of the Congo country which is chielly securged by since raids. The society proposes to form refuges for hunted natives, and to repress raids by any means in its power.

A FIGHT IN A THEATRE,

A Banker and a Critic Have a Row and Both are Arrested.

BEELIN, March 30 .- A disgraceful scene occurred on Saturday night in the Deutsche Theatre, the most important in Berlin. During the first performance of "King Midas" the well-known critic Conred Alberti blesed, whereupon a leading banker. Mover by name

whereupon a leading banker. Meyer by name, rose up indignantly and shouted:

"That's aiways the way." These blackmailers will his on the first night."

A fight ensued between the banker and the critic. Fists and sticks were freely used, Meyer's eyes were blackened, and the blood flowed from Alberti's ness. The play was stopped and both the combatants were arrested.

BISMARCK AT HOME.

He is Heartly Greeted Upon His Arrival

BERLIN, March 30 .- Prince Bismarck arrived at Friedrichsruhe at 10 o'clock last night. He was received at the railway station by Gen. Leszinski. A great crowd had gathered at the station to greet the Prince, and he was en-thusiastically cheered. Prince Bismarck's birthday was celebrated

at the Kaisershautern to-day with a grand iete, which was attended by many Doputies and a large concourse of neople. Here Miquel delivered an eloquent speech on Bismarck's incomparable services to the Emperor and em-

pire.
Thousands of people visited Prince lilemarch to-day, Count Herbert Bismarch will arrive at Friedrichsruhe on Monday.

The African Candidates Defeated. Lisbon, March 30 .- General elections were

held throughout the country to-day. Disputes occurred in several places, but no serious disorders are reported. In pursuance of their agreement the liepublicans and Progressists combined against the "African" or patrictic candidates, namely. Serpa Pinto, Castilloes, Andrado, and cardoso. The Government did not put forward conservative candidates for the Liebon districts. The African candidates in this city were defeated by large majorities.

The Great Strike in Spain.

Bancelona, March 30,-The strike move ment is spreading. Throughout Catalonia 40 .-000 men have quit work, and it is expected that many more will soon join the strikers. Fears are entertained that all the factories in Cata-ionia will be compelled to close their doors. There is a strong Anarchist element among the workingmen.

Elections in Paris,

Pants, March 30.-M. Guichard, Republican, was elected to the Chamber of Deputies from the De-partment of the Rhone to day, and M. Haiberti, an In-de-jendent Republican, was elected Daputy from Nice. Bolt take the places of Deputies whose elections were quashed by the Chamber.

LARGE TOWNS SWEPT AWAY.

THE RACING MISSISSIPPI CARRIES ALL BEFORE IT.

The City of Greenville an Island-Hundreds of Men Working Like Beavers to Save It-Shipwith, a Place of 2,000 Inhabitanta, Suddenly Wiped Out-Other Towns Under Ten Feet of Water-The Levees Crambitus and the Cravasses Widening-The Work of Rescue and Bettef.

VICESBURG, Miss., March 30.-The town of Skipwith in Issaquena county, eight miles north of here, was swept out of sight yesterday by the waters from a big cravasse at the south end of Lake Washington. The leves broke Thursday, and yesterday the crevasse had widened to 600 feet, the upper end of which was about 300 yards below the central portion of the town, through which the wild waters were rushing at a velocity of fp m six to eight miles per hour, ploughing out an immense cavity wherever an obstruction was presented. The centre of the break has reached a great depth. The main current from the break coursed diagonally through the town, where everything seemed to give way before it. Fences and outhouses and many residences and business houses have been under mined, and washed away to fields and swamps far to the rear of the town site. Only one residence remains, that of J. A. Root. The water is from four to ten feet deep in the stores, and all except the stone buildings are gone. Efforts to rescue stocks of goods proved futile and dangerous, and in consequence were aban-

During Friday night the sounds of crashing of timbers were continully heard. The débris which has caught in timber and underbrush in the rear of the town, was filled with chickens. turkeys, and goats, while the carcasses of horses, mules, and milk cows gave evidence of the disaster to the domestic interests of the village. So sudden has been the inundation that no one had more than time to make a ansty run for the intact portion of the dyke north of the crevasse. Few saved even a full

suit of clothes.

On some of the plantations along the course of the flood many negroes were not apprised of the disaster until they awakened the following morning to and their houses flooded and their beds standing a foot deep in water. The water from this break went in a northeasterly direction into the lower end of Lake Washington and Steeles Bayou, which filled up at the rate of three inches per hour until it had begun to spread through the swamp.

To-day the water in Steele's bayou awamp was rising at the rate of three and a half inches in twenty-four hours, spreading rapidly on the water front. The peculiar location of the break at Mayersville, in conjunction with the flow from Offretts and Huntington, insured a general overflow west of the Deer Creek county

As soon as the news of the disaster reached Capt. Hyder, engineer in charge of the Government fleet at Greenville, he ordered the Government steamer Emma Elbridge to take a arge quarter boat to Skipwith to aid its citizens. From Wilson's Point he ordered the little steamer Metare to take a barge and hold itself in readiness to serve the people of the distressed section. Skipwith had a population of 2,000.

New Outsite March 30.—The Picapune's Vicksburg special says "The latest returns from the Mississippi levees report no change. except that the water is steadily advancing southward from Skipwith craysase and the owns of Mayersville, Fitters and Hayes are being surrounded, and must go under in a short time. The steamer Evergreen is in from a second trip to Steele Bayou, going as far as the drift would admit in exploring the adjacent plantations in skiffs. Her officers report that they found no suffering, that cattle and other stock had been removed, and the people were safe. The Evergreen leaves again for Steele's

Bayou to-morrow. The bayou is rising fast. News has just reached here that the bank is eaving rapidly in front of Bedford levee, Madi- | back to his own berth. The steward would not son parish, the caving being now within eventy-five feet of the levee. Work began

but for the sudden influx of water. transfer steamer Marion, used by the Mississippi Valley Rullroad to trausfer trains between Huntington and Arkansas City, passed down at 4 o'clock this evening, and will transfor trains at Nita crevasse, beginning Tuesday next. The Arkan-a- City branch being aban-

dened, she is useless there. Greenville is now on an feland. Last night the town was in the greatest danger of over flow, with little hope of keeping out the water. To-day the situation is unimproved, though the levees are still standing.

A despatch from Tallulah, La., says all farmers east of that place are planting, while

all west are under water.

MEMPHS, March 30.—Fresh reports of destruction by the flood in the Mississippi are constantly coming in. The loss of property will be enormous. In every direction, over miles and miles of territory, houses have been washed from their foundations. fences thrown down, barns and the contents destroyed. The condition of the people back of the river is worse than those on the banks as they cannot be readily reached, and the worst will not be known till the flood subsides,

Major W. R. Harvey of the Mississippi Leves Board had a thrilling ride on Thursday night from Waxhaw landing to Australia, a distance of twenty miles, to warn the people on the levees to strengthen them in anticipation of At Australia he found a negro preacher

fressed in a bathing suit, waist deep in water. at the head of 100 negroes, exhorting them to work rather than pray at that particular moment. The rids of Major Harvey over the tops of the levees undoubtedly saved the levees along his route, as large forces of men were at once set to work strengthening them by piling up earth sacks. At Luconia Circle the distress is the worst,

2.000 people being still there with little means of subsistence. The Government boat Titan. despatched by order of Major Leach of the United States Engineers left itnis port this marning Vinying in tow a baccolladen with

provisions, and will reach Latonia some time

In the meantime the citizens of Helens, Ark. chartered the steamer Combs and despatched her to the scene laden with flour, meal, and ment, and a large amount of money was placed in the hands of Capt. E. D. Pillow.

The eastern crevasse is now 1:300 feet wide: that at Offuts 100 feet, skip with 800 feet, and Huntington 900 feet. Another break occurred in the Huntington leves to-day about 1,000 yards below the old one. The water from these two crevasses is pouring into the town of Huntington, and is rising in the at the rate of one and a half inches an hour. In the railroad depot the water is from two to three feet deep. The telegraph operator reaches it by a skiff and lies on the table to send and receive messages. All ratiroads centering there have been abandoned. Express matter comes from Stoneville, the present terminus of the Georgia Pacific, ten miles distant, in skiffs,

In the surrounding country the situation can hardly be imagined. The water is pouring through the crevasses with a current so strong that it sweeps away houses, fences, and everything that comes in its way. The crevasses are constantly widening and the whole levee is

crumbling away, It is probable that the old break will unite with the new one, as both are rapidly widening, and there will then be a crevasee as wide as a good-sized river which will cover whole counties with water.

The Greenville levees are still intact, but there is no telling how long they will remain so, as they are completely water soaked. The river is falling at that point, but the back water from the crevasses above is rising and threatening the protection levee in the rear of the town. Every man able to work is busily engaged in strengthening the levee.

A break in the Protection leves occurred last night, but it was immediately discovered and checked before serious damage was dong. A large force of hands at once concentrated there

and by hard work the break was closed Railroad travel was suspended to Greenville to-day. The nearest railroad depot is Stoneville, ten or twelve miles distant, and the prospects are that in another twenty-four hours that will have to be abandoned and the terminus removed to Heathman, twenty-two miles distant

The local steamboat Kate Adams arrived from below this morning. She rescued 165 egroes at different points and carried them to places of safety. In addition to the Governnent boats, the local packets are doing all in their power to rescue those in dauger wherver they can be reached. The Titan relief bont, which left this port

esterday, has been heard from. She carried six barges, one of which was left at Beith's anding, where much distress prevails, and proceeded at once to Laconia and Henrico on her errand of mercy. The river at this point fell two-tenths to-day.

but it will be three weeks at least before there

is a material decline, even if there is no addi-

YOUNG GORTON'S DEATH AT SEA. A Steward of the Alliance Says That the

ional rise from above.

Boy Was Inhumanly Neglected. If the statements of the men in the steward's department of the Brazilian steamer Alliance are true, George Morris, the ship's doctor, and Chief Steward Charles Carifsle are responsible for the death of William Gorton, a seventeen-year-old lad, son of George Gorton of 457 West Thirty-first street, this city, who

died of yellow fever on Feb. 18 at Rio.
Young Gorton shipped in the Alliance on Jan. 11. William Brown, the second steward, and a walter named Philip Smith were found by a SUN reporter yesterday at Mr. Gorton's house, andll:rown told this story of young

'About five days before we reached Rio. Gor-

Gorton's sickness and death:

on was taken sick. Dr. Morris was notified, but he never went to see him. He sent him some black pills that seemed to make him worse. William Beaumont, a pantryman, seeing the condition of the lad, gave up his berth to him. It had a porthole. During the next night the boy, crazy with the fever, crawled son parish, the caving being now within seventy-five feet of the levee. Work began there to day and the new levee may be finished before the old one goes into the river. The levee inspectors elsewhere in Louisinan report no change. Trains have been abandoned between Greenville and Rollingfork and in fact all trains on the riverside division except from Greenville to Hampton. 28 miles, and between Coahoma and Benoit, 65 miles. This leaves Greenville without communication with the outside world except by river.

The situation on the Mississippi Valley Railroad smain line between Yazoo River and Katzenmeler is very serious indeed. Six inches more of water will send the Vicksburgh, Shreveport and Pacific Railroad under between Tallulah and Lake One. The water is rising slowly, but it is very unlikely that the road can run trains more than a week longer, and additional crevasses may stop operations at any time. Mr. F. W. McCabe, contractor for bridges for the New Orleans and Northwestern Railroad, until lately in process of construction company now has its teams and men in Rayville. The water rose five feet in Dry Bayou, six miles from Rayville, in the twenty-four hours ending this morning, and is now within half a mile of the town. Grading has been stopped some days, but would have been resumed Menday but for the sudden influx of water. The allow any one to wait on him or watch him. but the colored boy Simpkins stole away at for that time.

Mr. torton is very angry at the treatment of his son, who he believes would now be alive but for the neglect of Dr. Morris. He says he will have Dr. Morris arraigned before the United States Commissioners when the Alliance returns. She sailed for the South on Friday last.

Fire Interrupts a Dance.

Flames shot out of the first floor of the three-story brick building at 9 Second avenue just after midnight last night, and brought the occupants of the furnished rooms in the upper stories to the sidewalk in their night clothes.

The ground floor of the building is connected with the Germania Assembly Rooms, which front on the Howery. The smoke poured through the large door and ascended into the hallroom.

ballroom.
A Plattileutsch benefit association was hav-ing a ball there. The dancers departed hastly, It was 1 o'clock before they could get back. The fire did about \$500 damage.

His Own Wife Was the Thief,

WHEELING, W. Va., March 30 .- A week ago

WHEELING, W. Va., March 30.—A week ago W. W. Hasworth, a Baltimore and Ohio trackman at Faw Faw, was robbed of about \$1,000, the accumulation of almost allfetime, which he kept in a trunk in his cabin. A number of persons were suspected, and a reward of \$5.60 index to securing the services of a detective. All possible clues were followed up, and a young man was arrested, but nothing came of it and the matter was dropped. Now Mrs. Hanworth has confessed to taking the money, and has turned over \$00, all she had left. It was her intention to singe with a young railroad workman, and it is suppressed be has the remainder of the money. The young man cannot be found. Fitzhugh-Scribner. CHICAGO, March 30 .- At Blair Lodge, the suburbau residence of Walter Cranston Larned, in Lake

Forest, Mas Isabel Scribner of New York was marrie-Forest, Mas inshel scribner of new tork was married resterday to Mr. Carter M. Fitthingh of Yeksburg, Mas. A brother of the tride. Charles corribner of ship of the Arthur of Cultad States remaior Farwell was maid of internal the hypother of Fit Statford Northurets acted under The Gueste included a number of well-known teams.

Miss Wanamaker Not Engaged. WASHINGTON. March SO.—The reported en-regement of Miss wanamaker, the daughter of the 'commuter-femeral, to surgeon M. L. Ruth of the navy, is authoritatively denied.

WHAT TALES DID QUINN TELL?

Have the Pelice Any Light on the Dyne

A committee of the Central Labor Union which was appointed to investigate alleged misconduct of C. J. Quinn, a member of the Ale and Porter Brewers' union, accused of carrying secrets of the union to Inspector Byrnes, reported yesterday. They said that five men saw Quinn on one occasion going up the steps of Police Hendquarters after attending a meeting of the union at Ledwith Hall in Third avenue, and that on another occasion he was seen carrying books under his arm into Police Headquarters which are believed to have belonged to the union. The committee advised that Quinn be left to the Ale and Porter Brewers' Union for punishment. The Central Labor Union, however, expelled Quinn. President Reardon, Walking Delegate Close, and another man, all members of the Ale and Porter Brewers' Union, are now under indictment for blowing up D. Stevenson's brewery with dynamite.

MRS. DAY'S LEAP. It was From the Third Story, But She Me

cetved Only a Scalp Wound, Mrs. Jennie Day jumped last night from the third-story window of the tenement 280 Jay street. Brooklyn, where she lives with her hus-band. She fell on the sidewalk, but, strangely enough, the only injury she received was s scaip wound. An ambulance conveyed her to the City Hospital. She had been drinking all the afternoon and in the evening told her husband that she intended going to New York. He refused to let her leave the house, and locked the door so that she could not escape Before he could divine her intention she threw open the window, and shouting. "We'll see if you can keep me here," sprang out.

Mr. Day denies that she jumped out of the window to escape his violence. Her act was voluntary, he says, and wholly unexpected.

FATHER AND SUN IN THE MORGUE The Latter Was Drowned and the Forme Was Killed by a Train,

The four-year-old stepson of Capt. John Peterson of the schooner Minnie, which is lying at Black Tom in Jersey City, was playing near the railing of the boat on Saturday afternoon, when he fell overboard. Capt. Peterson was watching him from the cabin door of the boat, and he sprang on deck and jumped overboard after him. The boy was dead be-fore he could find him, but he succeeded in getting the body aboard the boat. It was laid on a cot in the cabin, and about 6 o'clock the Captain, with his wife and three friends, started to go to Brooklyn, where they used to live, to make arrangements for the funeral. They went to the Claremont station of the Central Railroad, where they put Mrs. Peterson on board a train coming to this city. The men were to walk, and Mrs. Peterson said she would wait at the ferry for them. They walked along the tracks after the train.

Near the Jersey avenue crossing a Long Branch train overtook them. The engineer whistled a warning signal, but none of the four men heard it, and they were not aware of their men heard it, and they were not aware of their danger until the train was within a few feet of them. They all jumped to get out of the way, but cant. Feterson was not juick enough, and the engine struck him and hurled him fifty feet ahead on the track. He was run over and killed. The Captain a three companions sent for an ambulance and had the body removed to the morgue. Then they wasked to the ferry and broke the news to Mrs. Peterson. The journey to Brocklyn was abandoned and the party returned to the boat, where they sat up with the body of the boy all night. Yesterday a morgue wason came and took the body to the morgue, where it was laid beside that of his father. The two bodies will be buried this afternoon.

LULU GARDNER'S DEATH.

Young Jennings Rocmer Arrested on

Charge of Mansiaughter. PEERSKILL, March 30 .- William Gardner restorday went before Justice Baxter in this village and swore out a warrant for the arrest of Jennings Roemer, a son of George Roemer, a farmer near Peckskill. He accused young Roemer of having caused the death of his seven-year-old daughter. Lulu, who died on Tuesday. Gardner said that for some days previous to his little daughter's death she acted strangely, but she did not told her father she had been injured by licemer until the day she died. She told him then that when he sont her to licemer's barn to get rome milk shortly before dark a few days before she met young licemer in the barn and that he assaulted her. Coroner Sutton will to-morrow have the body of the girl disinterred and will have an autopay performed. Reemer was arrested to-night. He will be examined to-morrow. The charge against him is manslaughter.

JILTED HIM AT THE ALTAR.

Miss Bayless Decided to Marry for Love

Instead of for Money. PARIS, Tex., March 30 .- Edgar Bruton, a wealthy young man, was jilted almost at the altar to-day by Miss Annie Bayless, who, an hour later, was married to James R. Bradbury, a poor blacksmith. It was a combat between a poor blackshifth. It was a combat between love and lucre, and, after a hard struggle, love conquered. Miss Bayless is the daughter of a wealthy citizen, and was to marry Bruton at 16 o'clock. She was also engaged to Mr. Bradbury, and her copie opposed this attachment, but favored Bruton's suit. At the last minute Miss Bayless refused to marry Bruton. She was then married to Bradbury at the house of a neighbor.

The letah Posttval

At a meeting of the Gaelle Society, held last night at 17 West Twenty-eighth street, Mr. L. J. Cal-lanan in the chair, arrangements were completed for the annual "Feis Cevil agus Seanachas"-Irish Musical

Confessing to Robbing Letters.

SALEM, Mass., March 30.-Chief Inspector vans of the Post Office Department visited Salam to day, and William Shearmau, the colored Janitor at thel Post Office, who was arrested last night, made a ful confession to him, admitting that he had been steading latters for the past three years or more, but he could give no idea of now much money he had lasten. He had form up and thrown into the waste paper basket the checks that he had found in the letters that he had taken his arman's commission as a messenger in the appraiser's office in Boston arrived in Salem last night atter his arrest. day, and William Shearman, the colored janitor at the

WATERBURY, March 30,-Writs have been sworn for the arrest of Patrick Carroll, a West Main atreet grocer, who disappeared a few days ago after cheating crediters in New Haven, Hartford, Bridgeport, and Waterbury. Carroll has been engaged in passing forged cheats and to other franking ent transaction, the penalty for which is State prison. He realized \$12,000.

Passed Forged Checks and Fled.

Father Boyle Acquitted. RALEIGH, N C., March 30 .- The second trial f Pather Boyle, the Catholic priest, ended last night in his acquitted Judge Macrae instructed the jusy that they could brink in a werdict of guilty of rape or assent with intent to country rape, but a werdict of not guilty was reached at 11-50 cm/bit. Boyle was at once dis-charged. He has been in just here for ten months.

Dahomey Again Defeated.

Paris. Murch 30.—The Temps has advices from Dahomey to the effect that to I. Terillon attacked the native forces and disloged them from their positions on the fiver Ouems. The native losses were keavy.

Rto Janzino. March 30.—A decree has been issued ordering that bersons guilty of publishing or telegraphing raise alarmist rumors shall be tried by court martial.

SPARKS FROM THE TELEGRAPH. A fire at Newcastle, Fa. resterday destroyed the Park Opera House. Dr. Wallace's residence. Wiscon's time store, and Garkin & Newell's plumbing establishment. Loss, 850,000.

Sensationalists to be Punished.

The Central Hotel, in Tribes Hill, N. Y. where the Link tracedy took place a few weeks ago, was burned at 5 F. M. yesterday together with its contents, building was swared by Benjamin G. Oarman of Gay-ver-ville.

PRICE TWO CENTS.

COWHIDED BY A WIDOW. THE VICTIM HAD MADE LOVE TO ARE

AGREED TO MARRY HER

Then She Learned that Me Mad Another Wife, Found Her, and Took Her Aleng to See the Punishment of Her Hunband BUFFALO, March 30.-Mrs. Kate Waldruff, a fascinating young woman, who lives in Eas Buffalo, was widowed a year ago, Her husband left her some property, and as soon as t was proper she became an object of adoration for all the marriageable young men of Peck ham street. Frederick Williams a painter was the most ardent of Mrs. Waldruff's admirers, and finally captured her heart. The were engaged to be married the week after Williams spent his spare time with the widow, made her costly presents, and took her to the theatres. All wen took her to the theatres. All went well until restorday, when the widow was told that if she went to an'eddress gives her she would find that her lover was a mar ried man. Mrs. Waldruff went, and found tha

children, who were actually starving. She took Mrs. Williams with her, bought two pounds of red pepper and a cowhide, and reached the place on Peckham street where Williams was working just as he was getting the could for the place. ready to quit for the night.
"You contemptible whelp," was the first salutation he had, and with it the widow threw handful of pepper at him. It fellshort, but she kept at him. and when the faithless painter was pretty well blinded the widow drew the cowhide from under her sealskin sacque and began to use it with vigor. Williams yelled with all his might and strove to avoid the cut ting blows. His cries attracted a crowd, bu when the reason for the whipping was learn

her affianced husband had a wife and six small

with all his might and stracted a crowd, but they blows. His cries attracted a crowd, but when the reason for the whipping was learned nobody would interfere. The woman had not mercy, and did not stop until she was thor oughly exhausted. A doctor was called, and said that Williams's injuries were serious. He thought one of the blows had broken his nose. Mrs. Waldruff was seen by The Sun correspondent to night. She said: "I met Williams last November, and he has been coming to seeme ever since up to a week ago. He told me he was a single man, gave me the name of his boarding house keeper, and convinced me than he was all right. He paid every attention to me, spent his evenings making love, and finallicable in the marry him. I thought he was to hasty, and kept putting him off. He told me that he would make a good husband. I finallican enterthe the welding day. I relused to be married on the day we had set, thinking that we were too fast. I told him I would marry him after Easter. Yesterday sister heard that Williams had a wife and children. The story spread that Williams was going to desert then and marry me. It was the first I ever heard about his marriage, and I was wild when heard of it. He came here that night, and confronted him with the story. He laughlingly said that it was a mistake, and denied having a wife and children. I he declared he would have a notice published asking all recole having a claim on him to appear. To make a long story short. I found his wife and children. I dumfounded me, and I resolved to ge even. I got his wife to go with me to where he works to satisfy her that he was playing a double game. As soon as I saw him I commenced to throw popper at and horse whip the brue. The only thing I am sorry for is that I did not give him enough. He prom ised before I stopped the lashing that he would take good care of his wife, give her every cen of his wages, and not abuse his children. I an other dose of the whin. His wife and childrer are destitute."

DENVER, Col., March 80 .- A year ago Wol Londoner (Rep.) was sworn into office a Mayor, after a most corrupt election. His op ponent, Elias R. Barton (Dem.) at once tool the contest into court, which rendered a de cision to the effect that it had no power to ac in the case. The Supreme Court afterward reversed the decision of the lower court and ordered a new trial, which has just been con

ordered a new trial, which has just been concluded.

The evidence presented in behalf of the plaintiff exposed the corrupt methods resorted to and disclosed the manner in which vote were purchased and ballots counted out. The jury this evening filed their answer to the interconcurrence of the Judge, and find that 55 fraudulent votes were cast for Mayor London er, whose majority was only 42. The intercognitive regarding fraud, collusion, and connivance were answered in the affirmative The Judge has yet to pass upon the case which, if decided against Londoner, will result in his taking the case to the Supreme Court.

A Paralytic Lost in New York.

The friends in this city of Samuel Bobins who is a builder in Rochester, have asked the police to look for him. He was a passenger on the Devonia which arrived on Thursday, and was visiting at the which arrived on Thursday, and was visiting at the house of his cousin. Daniel Dunlop, 320 East Twautist arrect. He is a paralytic and he was to have called upon br. Jennings of Second avenue for treatment of Saturday evening. He went out and it was not unit beditime that he was minsed. His friends are entirely mable to account for his absence. They say that he could not be more than two blocks without assistance and he had little mency.

The Weather.

About an inch of snow fell between 4 and 1 yesterday morning. Then the bright sun shone for only to be hidden in the afternoon by a succession e sudden and for the time being heavy snowfalls. There was a constant variation in the temperature. Shorti before 2 o'clock it stood at 48°, and as the snow squ came on it dropped 8° in eight minutes. It went u after the squall almost as rapidly. These sudde changes kept up throughout the day. The wind wa northwest, and reached thirty miles an hour in th afternoon. The highest temperature was 44°; lowest 31°; average humidity, 89 per cent. A brilliant luman halo encircled the moon in the early evening, showing

approach of a rain or snow storm.

The storm reported as forming in the Rocky Mountains on saturday has developed in magnitude and energy, and is now sweeping into the Musicalppi and Missouri valleys, extending from Idaho to wester Texas with an area of rain and snow as far in advance as Tennessee and Kentucky. Snow fell at Louisvitis and St. Lucis. The fall of over one inch of water is re ported at the latter place. The belt of snow reach from Montana southeast through Dakota, Nebraski Room Montana sentheast through Dakota, Nebrank Kansaa, Missouri, and Illinois, and into Kentucky and rain from southern Kansas south to the Gul through Texas. The storm promises to be severe and the storm centre, which was near Ei Paso Texas, yesterday, will probably advance to da to the region of the lower Mississippi, with se vere local storms in Kansas, Colorado, Wyoming, an Nebraska, and high whiles throughout the southwas and Guif States. This adds to the periousness of the outlook for the Mississippi valley. Clear Weather prevailed yesterday in all the State

the presence of unusual muisture, an indication of th

bordering the Atlantic, the lake regions, and New England. Freezing temperature provailed as far south a St. Louis and Louisville last night. It was slightly colder in the Northwest, and decidedly warmer in the

Southwest To-day promises to be fair, with almost stationar temperature, to morrow warmer at first with rain

snow and slightly colder weather following.

The thermometer at Perry's pharmacy in Tax Sur building recorded the temperature yesterday as fol

8 A M . 6 A M . 9 A M . Average on March 30, 1889... For Maine, New Hampshire, Vermont, Massachuset Rhode Island, and Connecticut, colder; fair weather

Rhode Island, and Connecticut, colder; fair weather northwesterly winds.

For eathern New York eastern Pressylvania, and New Jersey, colder; fair weather; nerthocaterly winds, shiften to northeaterly on Monday night, with snow and high winds on the court.

For the District of Columbia, Maryland, Delaware, and Virginia, colder; fair weather; northeasterly winds, followed during Monday night or Toesday morning by rain or snow and high winds on the coast.

For western New York and western Pennsylvania.

all or show and high wilde on the cone.

For western New York and western Pennsylvania,
moder: fair weather; northerly winds; light anow or solder, fair Weather, northerly winds; light snow

JOTTINGS ABOUT TOWN.

Eighty excise arrests yesterday. The Sun has received for William D. Clayton, 616 est Sixteenth street, \$1 from 328.

Inspector Syrnes is back from his six weeks' leave of Section spent at lint Springs He resumed his duties Police Headquarters yesterday

The Theatrical Progressive Union sent to the Central Labor Union yesterday a circular letter saying these process ongst to be filed with Mayor Grant sagins? F. Parsum's reiting extra privileges for the arbitulent of the greatest show on earth, on the ground than he down